

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number ~~6220~~ PG: 82A-75
Address: 6220 Crain Highway, SE, Prince George's County - in the vicinity of Upper Marlboro
Owner: ~~Chuang, Wayjong & Thi-Phuong~~ Eva M. Curtis
Tax Parcel Number: 19 128 Tax Map Number: 101
Project MD 301 Agency State Highway Administration (SHA)
Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____
Eligibility recommended _____ Eligibility **not** recommended ☒
Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None
Is property located within a historic district? ☒ no ☐ yes Name of District: _____
Is district listed?: ☒ no ☐ yes
Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The one-and-a-half story house is a vernacular expression of the Cape Cod cottage of the Colonial Revival style. The house has a side-gabled roof and two dormers with front-gabled roofs. The main roof extends at the main elevation and creates a porch. The screened-in porch has a four-step wood staircase leading to the main entrance.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain

Prepared by EHT Traceries, Inc.

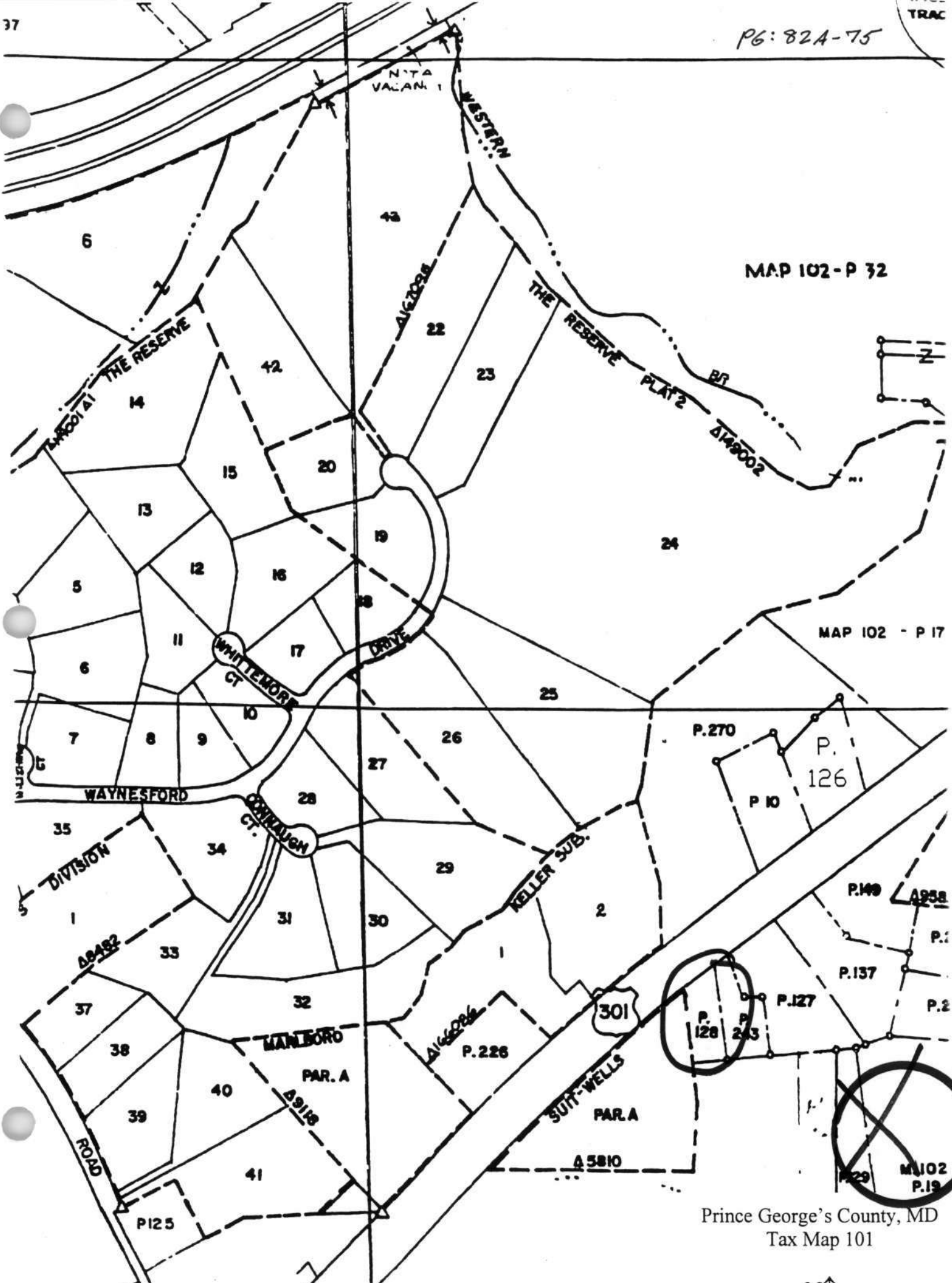
| MARYLAND HISTORICAL TRUST REVIEW | |
|--|---|
| Eligibility recommended | Eligibility not recommended <input checked="" type="checkbox"/> |
| Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D | Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input checked="" type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None |
| | |
| Reviewer, Office of Preservation Services | Date |
| Reviewer, NR Program | Date |

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Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The c. 1920-1930 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

P6: 82A-75



UPPER MARLBORO QUAD

PG:82A-78
7301 Grain
Hwy.
(PG)

PG:82A-76
7107 Grain Hwy.
(PG)

PG:82A-73
6212
Grain Hw
(PG)

PG:82A-74
6218
Grain Hwy
(PG)

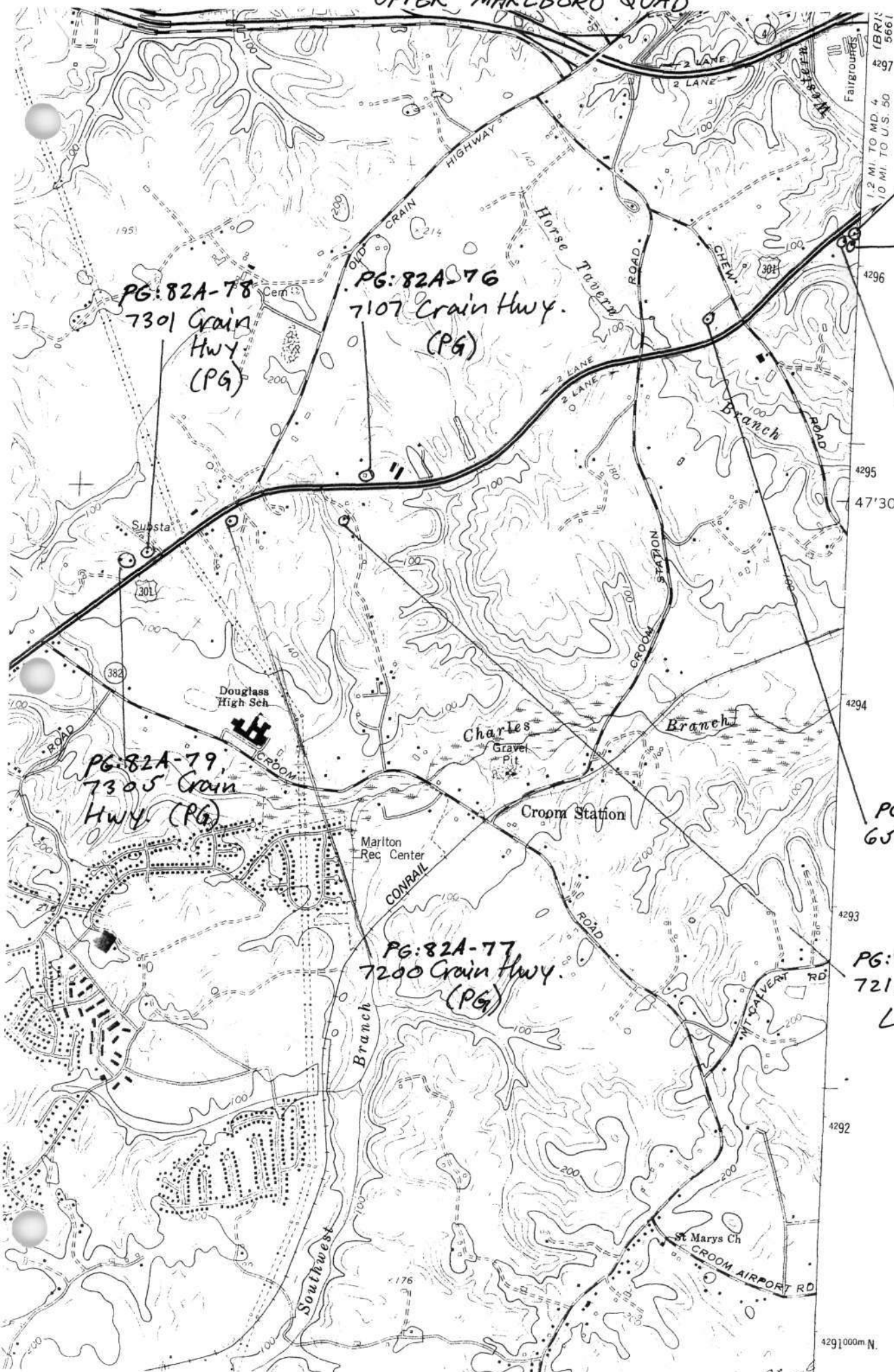
PG:82A-75
6220 Grain
Hwy. (PG)

PG:82A-79,
7305 Grain
Hwy. (PG)

PG:82A-77
7200 Grain Hwy.
(PG)

PG:82A-89
6505 Chew Rd.
(PG)

PG:82A-96
7215 Sasser
Lane (PG)





~~PG: 82A-75~~ PG: 82A-75

6220 Crain Highway, SE
Prince George's County, MD

Traceries

June, 1999

MD SHPO

View of southwest elevation

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